

POWELL'S

NEW GOODS.

Washing Sailor Suits.

Jack Tar Hats.

Canvas Shoes and Sandals.

Children's Dept.

ALEXANDRA BUILDINGS.

VICTORIA

CINEMATOGRAPH

TO-NIGHT! TO-NIGHT!

ADSON & THORNE

Grand Change of Programme.

THE ECCENTRIC ACT

TOSTS

of Miss Hilda
Serpentine Dancer.THE WONDERFUL FILM
BEARD BLUE.

Hongkong, March 8, 1909.

ALEXANDRA CINEMATOGRAPH

No. 2, ZETLAND STREET—
CORNER OF HOBBAN-ALIE—NEAR CLOCK
TOWER.

TO-NIGHT, AND EVERY EVENING,

9 to 11 P.M.

PRICES: 50 cts., 80 cts., and \$1.20.

MISS ROSA BARNES,

THE CELEBRATED SOCIETY ENTERTAINERS.

Continual Change of Films.

THE BEST PICTURES IN TOWN.

String Band in attendance every SATURDAY and SUNDAY NIGHT.

EVERY SATURDAY, at 4 P.M.

Special Matinee for Children.

Hongkong, January 28, 1909.

'THE STAR'

CINEMATOGRAPH

We are closing for

a few days only.

WATCH

THIS

SPACE.

Hongkong, March 18, 1909.

TO-NIGHT! TO-NIGHT!

HONGKONG CINEMATOGRAPH

The Great Day Outing

(Opposite the Central Market)

JAPANESE JUGGLER COMEDY

CO.

On Tour to Europe.

Under the Direction of Pro. Kikugoro,

Japan's Great Conjuror.

Emperor Kikugoro begs to announce to

the Public that owing to the request of the

Chinese community of Hongkong he will

continue his mysterious magic and marvel-

ous acts before leaving the Colony, and he

hopes that the Public will continue to

patronize his most interesting entertainment.

Box Office at 7.30. Performance 8.30 p.m.

First Class \$1.00

Second Class .75

Third Class .50

Hongkong, April 19, 1909.

To Keep in Touch

With Home.

BUY A

VICTOR TALKING

MACHINE.

A STOCK OF OVER

200 MACHINES

AND

10,000 RECORDS

TO SELECT FROM.

EASY PAYMENTS

CAN BE ARRANGED.

S. MOUTRIE & CO., LD.

YORK BUILDINGS, CHESTER ROAD,

Hongkong, April 16, 1907.



A. S. WATSON

& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

BRANDY:

Per Case.

A SUPERIOR PALE\$19.00

B SUPERIOR OLD COGNAC... 23.00

WATSON'S *** COGNAC... 23.00

C SUPERIOR OLD LIQUEUR

COGNAC 23.00

D VERY FINE OLD PALE LI-

QUEUR COGNAC 35.00

E FINEST OLD BROWN

BRANDY 41.00

SHERRY:

Per Case.

LIGHT DRY\$12.00

CC VINO DE PASTO 13.00

CC OROSO 17.50

D SUPERIOR PALE DRY..... 18.50

E FINEST PALE DRY, NUTTY 25.00

PORT:

Per Case.

B *** RED SEAL CAPSULE\$12.00

C SUPERIOR LIGHT INVALID,

GREEN SEAL CAPSULE 18.00

D *** VIOLET SEAL

CAPSULE 25.00

E VERY FINE OLD TAWNY,

WHITE SEAL CAPSULE 34.00

NOTE.—Port, after removal, should be

rested for a Month before use.

Wine required for IMMEDIATE use

should be ordered to be decanted before

being sent out.

These Wines are specially recom-

mended, being of superior vintage, old,

and thoroughly matured, and in fine

condition.

SINGLE BOTTLES

at Proportionate Prices.

A. S. WATSON & CO.

LIMITED.

ALEXANDRA BUILDINGS AND

KOWLOON DISPENSARY.

THE CITY OF PARIS.

PEDDER STREET.

PHONE No. 536.

Ready made day and evening

Gowns, Paris Models in

Hats and Toques, Laces,

Trimmings, Undercloth-

ing, Boots and Shoes,

Hosiery and Gloves,

etc., etc., etc.

BIRTH.

McCaffrey.—On April 22nd at Victoria

Hospital, Hongkong, the wife of J.

McCaffrey, of a Daughter.

MEMOS FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Chinese Porcelain,

etc., at Mr. Geo. F. Lamme's, Sales

Rooms.

Meeting.

4 p.m.—Meeting of Hongkong General

Chamber of Commerce at City Hall.

Amusements.

9 p.m.—Performance at the City Hall.

Miscellaneous.

Goods per Nippon Maru delivered at

noon on this date subject to rent.

General Memoranda.

SATURDAY, April 24.

Noon—Meeting of Hongkong Electric

Co., Ltd., at City Office.

3.30 p.m.—First Meeting of Hongkong

Gymkhana Club, at Happy Valley.

MONDAY, April 26.

2.30 p.m.—Auction of Household Furni-

ture, etc., at No. 10, Kennedy Road.

TUESDAY, April 27.

2.45 p.m.—Auction of Household Furni-

ture, at No. 1, Salisbury Avenue, Kow-

loon.

FRIDAY, April 30.

2.15 p.m.—Meeting of His Majesty's

Justices of the Peace at the Magistracy.

The China Mail.

HONGKONG, THURSDAY, APRIL 22, 1909.

THE MOTOR-CAR IN WAR-TIME.

The practical use to which the motor-car

can be put in time of war depends

greatly upon the country in which the

war is raging. In Germany and

France, and the European continent

generally, with their well-made roads,

easy gradients and efficient repair depots

the aid which the automobile can render

would be invaluable. This almost goes

without saying, but the fact was amply

testified to the other day in England, when

a battalion of the Guards, at full war-

service strength, was transported from

London to Hastings over roads in some

cases snow-covered in other suffering

from a rapid thaw, in three hours and a

half. Of course no soldier would as-

sume that this particular run was a test

in a military sense. A month had been

available for preparation and every de-

tail had been arranged and provided for

factors which would be absent in a

sudden descent of an enemy on the Eng-

lish shores. What it proved was that the

Automobile Association, at the call of the

Government, could organize a car ser-

vice which could maintain a speed of

nearly twenty miles an hour "and

place a thousand men, bag and

baggage, at a "cost" point, fifty

miles from London without accident of

any kind in a little over three hours. The

battalion of the Guards which carried

out this experiment consisted of 1024 of

all ranks, including 20 officers, 1 war-

rant officer, 50 staff-sergeants and ser-

geants, 10 drummers, 928 rank and file,

and 2 machine guns. The loaded wagons

for war included five ammunition carts,

one medical cart, two tool carts, and two

machine gun carts, which went with the

battalion, and six vehicles for water and

baggage, which followed in the second

line of transport. Fifty-five chassis

applied described by one correspondent.

He says:—"You may be assured that

there were acquaintances on the side-

walks, and if acquaintances, presum-

ptious individuals who hurled remarks of

a humorous character—work girls who

shrieked with merriment at one un-

happy private perched perilously on

the chassis of a racing car, and who

indulged in that rapid form of repartee

that the motion of the cars made im-

perative. Some of the men were more

fortunate than others. Picture four big

Guardsmen with unmoved faces stretch-

ed luxuriously in a parlor car, under

a skin rug, severely indifferent to the

badinage of the vulgar herd, impreg-

nated with the hauteur of their environ-

ment. In the tourist cars, from secret

pockets had been unearthed goggles by

the considerate owner, and the goggled

soldier was an impressive sight. Some

of the men wore thick khaki-coloured

mufflers, which must have been ex-

ceedingly comforting, for the frost

continued despite the bright sun, and

there was a sharp pang in the ice-dust

coldness of the morning air. Some had

made of the route—appropriately these

were the gentlemen in the parlor cars." At

Lamberhurst the school-girls got

off a fine surprise "for the motor-

guards; catching them in an ambush

and bombarding the cars generally

with snowballs. Elsewhere the crowd

cheered them, while at Hastings a band

awaited their arrival. The 52 miles

was covered at a speed of a little over

17 miles an hour, and as the cars drew

up on the esplanade they had with

them the following supplies:—Two

machine guns, 23,000 rounds. Rifles,

220,000 rounds; medical equipment;

full supply of tools; emergency ration;

Regimental stores and supplies;

blankets for bivouac. The men wore

the new web equipment, which is ca-

pable of carrying 150 rounds. Only six

cars were late, one wheel was damaged

and one lost. When the men had been

entertained they once more entered the

cars, and before eight o'clock at night

the last of the stragglers out of this

magnificent line of cars, valued at a

quarter of a million sterling, had dis-

embarked its Guardsmen in London

again.

As one enthusiastic soldier puts it,

"Viewed as a piece of mobility, the run

was a success: as a piece of organization,

it was splendid. To move infantry to

Hastings from London the following

methods and times serve as a guide in

judging the run.

By route march 3 days

By cycle 3 day

By motor trolley 3 day

By train (including march) 3 hours

By motor car (limited speed) 3 hours

With increased speed the motor would

beat the train, but the use of the car is

assumed as supplementing the train in

war time, owing to the probable des-

truction of the permanent way."

The Special Military Correspondent

of The Times was evidently well pleased

with the result for he wrote:—"What

was done in some three hours would

have occupied about three days in

former times, and the men would have

arrived fatigued by the long march,

instead of fresh and ready for any

operation. It was desired to show what

could be accomplished, as a general

illustration of a new means of military

transport. Railways are vulnerable to

the attack of raiders, who are tempted

by the facility—unless the places are

strongly guarded—of "blowing up"

bridges and the mouths of tunnels, tear-

ing up rails, and otherwise damaging the

permanent way in such a manner that

THE LATE MR. MURRAY BAIN.

The funeral of the late Mr. Murray Bain

will pass the Monument at 5 o'clock this

afternoon.

NEWS OF THE DAY.

Sub-Lieutenant P. L. Neville has been

gassed to the King Alfred, to date March

11.

The Imperial Society of Dance

Teachers of England has appealed to the

King to assist in reviving the stately Court

dances of former periods.

The cold weather at Home has pro-

duced an influenza epidemic. Forty mem-

bers of the House of Commons have been

ill with the complaint.

A preliminary review of the mineral

production in Canada in 1908 show a total

mineral output valued at slightly over \$7

million dollars as compared with a little

less than \$7 million dollars in 1907.

Mr. Otto Wandel, a young German

resident of Tientsin, has succumbed to

A HOTEL CASE.

Chik Ho On sued Chai Hop Yee Ting, alias Li Chai Shi and others, before Mr. Justice Compton, at the Supreme Court, to recover \$349.33 being balance due for shares sold and delivered to the defendants.

Mr. Reader Harris appeared for the plaintiff and Mr. P. W. Goldring defended. Mr. Harris said that his friend was willing to consent to judgment but wanted a stay of execution.

Mr. Goldring said that there was a custom of the trade that the goods be paid for in instalments and on the first day of the fifth month.

Mr. Reader Harris said the Shanghai Hotel was now closed.

Mr. Goldring desired a stay of execution so that all the other creditors would not swoop down like an avalanche.

No order was made, the case to be called on later in the day.

ITEMS AT THE COURTS.

For unlawfully carrying three persons in excess of the number allowed a boatman was fined \$10 at the Marine Court to-day.

Six boatmen and one boatwoman were fined \$3 each, at the Marine Court, to-day, for being within 100 yards of low water mark at Yau-mai during prohibited hours.

A fine of \$10 was imposed on a boatman, by Commander Basil Taylor, R.N., at the Marine Court, to-day, for anchoring his junk within the limits of the Southern Fairway.

A Chinese widow, on arrival by the S.S. Cheung from Shanghai yesterday, was arrested on a charge of kidnapping three male children which she had in her charge. She was brought before Mr. F. A. Hazland, at the Magistrate's, to-day, and the case was remanded for a week.

A native broke into a garden at Wong Wo Street, and pretending that he was employed to do so, took away one pair of rubber shoes, one pair of slippers, and one pair of socks, of the total value of \$500. He was arrested and charged by the owner, Mr. J. Lock, of 187 Queen's Road Central, before Mr. J. H. Kemp, to-day, at the Magistrate's. Sentence of six months' hard labour was imposed.

HONGKONG GYMKHANA CLUB.

Programme of the first meeting to be held at the Happy Valley, on Saturday, 24th April, 1909. (Weather permitting.)

Patrons: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir Hedworth Lubbock, C.B.; His Excellency Major-General R. G. Broadwood, C.B.; Rear-Admiral H. Lyon, R.N.

Committee: The Stewards of the Hongkong Jockey Club (Ex-Officio). The Hon. Mr. J. H. May, C.M.G., Messrs C. H. Ross, J. A. Jupp, H. P. White, C. E. B. Bruton, John Patterson, Major W. A. Eaton.

Judge: Mr. C. H. Ross. Handicappers: Mr. J. A. Jupp, Major W. A. Eaton, Clerk of the Scales: Mr. H. F. White, F. B. Denon, Starter: Mr. H. F. White, F. B. Denon, Mr. J. Patterson, Time Keeper: Mr. M. S. Sessoon, Hon. Sec and Treasurer: Mr. C. Gordon Mackie.

ONE MILE FLAT RACE.
Mr. C. E. Anton's Dunkery
Mr. Blank's Grey Back
Mr. M. B. Brice's Gambler
Mr. D. L. M. Moore's
Mr. Drysdale's Barry
Hon. Mr. W. J. Gresson's Little Dot Rose
Commodore H. Lyon's
Mr. H. G. Moore's Lyman
Mr. Murgold's Buckstay

GYMKHANA STAKES.—One Mile.
Mr. Drysdale's Barry
Mr. Drysdale's Barry
Major W. A. Eaton's Game Chick

TEST PRIZES IN SECTOR OF THREE.—
Hon. Mr. W. J. Gresson's
Messrs Lash and Moore's Sportman
Major W. A. Eaton's Game Chick

Mr. L. K. Lesson's Soudan
Mr. L. K. Lesson's Soudan
Hon. Mr. F. H. May's Astral
Mr. Murgold's Buckstay
Dr. J. W. Noble's Strathdallas

THREE QUARTERS OF A MILE FLAT RACE.
Mr. C. E. Anton's Dunkery
Capt. S. Barker's Shaun Abou
Mr. M. B. Brice's Game Duck
Mr. F. B. Denon's Butcher
Mr. K. K. Lesson's Soudan
Admiral Lambton's Kamranh
Mr. H. G. Moore's Lyman

WATER RACE HALF A MILE.—For all China Pony Hack or Polo Ponies.
Catch Weights 13 stone. Open to Members of Jockey and Polo Clubs, also Members of both Services. Entrance fee \$5. First Prize: Presented by the Hongkong Jockey Club, and winner: \$250. (Entrance fee to go to winner.)

CHAMPION C.T. Brierley's Catalan Bay
Mr. C. E. G. Davidson's Seraph
Major Findlay's Billy
Major Findlay's Polo Stick
Mr. K. K. Lesson's Soudan
Mr. H. G. Moore's Lyman
Dr. J. W. Noble's Strathdallas

ONE AND A QUARTER MILE FLAT RACE.
Mr. Blank's Grey Back
Mr. M. B. Brice's Gambler
Capt. S. Barker's Shaun Abou
Mr. Drysdale's Barry
Major W. A. Eaton's Game Chick
Major W. A. Eaton's Game Chick
Major H. Findlay's Shandygall
Major H. Findlay's Whitebird
Hon. Mr. W. J. Gresson's
Mr. K. K. Lesson's Soudan
Messrs Lash and Moore's Sportman
Mr. L. K. Lesson's Soudan
Hon. Mr. F. H. May's Astral
Mr. Murgold's Buckstay
Dr. J. W. Noble's Strathdallas

HOW TO CURE A COLD.

BE careful as you can you will occasionally take cold, and when you do, get a medicine of known reliability, one that has an established reputation and that is certain to effect a quick cure. Such a medicine is Chamberlain's Cough Remedy. It has gained a world wide reputation by its remarkable cures of this common ailment. For sale by all chemists and druggists.

KEEP THIS IN MIND.

DOWELL'S complaint is sure to prevail during the fruit season. Chamberlain's Colic, Cholera and Diarrhoea Remedy gives prompt relief. For sale by all chemists and druggists.

MR. J. GRAY SCOTT'S DEPARTURE.

Farewell Dinner.

To the regret of a wide circle of friends Mr. J. Gray Scott, who, since the inauguration of the electric tramway service in the Colony, has held the position of general manager of the Company by whom it is run, leaves Hongkong by the Nippon Maru on Saturday next. To show the appreciation in which he is held a complimentary farewell dinner was given in his honour at the Hongkong Hotel on Wednesday night. The chair was occupied by the Hon Mr. W. Chatham, C.M.G., Mr. W. A. Dowling was in the vice-chair, and the other hosts were: Messrs D. Wood, H. R. Phillips, O. D. Melbourne, J. R. Wood, R. G. Callaghan, D. Macdonald, A. G. Gordon, E. H. Hawett, W. Murray Scott, D. V. Stevenson, W. H. Wickham, F. Graham, D. A. Williams, A. R. Lowe, A. H. Ough, N. F. Blanchard, J. D. [Auld], F. J. Badesley, D. W. Craddock, Dr. Marriott, A. Forbes, Evan Jones, A. H. Hollingsworth, G. H. Wakenham, O. Nielsen, E. Philby, J. H. Nellis, and T. L. Perkins. Besides Mr. J. Gray Scott, the following guests were present:—Captain Mitchell Taylor, Messrs. Stodart Kennedy, who succeeded Mr. Scott, G. T. Lloyd, B. A. Hale, G. F. Mulden, C. B. Buyers, G. Grimble, A. Course, C. C. Hill, V. Glendinning, A. Keating, R. D. Dickinson and B. Elwes.

In giving the toast of "Our Guest," the chairman spoke of his association with Mr. Gray Scott, saying that in his official capacity he could never wish to work with a better man in a similar capacity. As they knew, Mr. Scott had other interests to serve besides those which he (the Chairman) had specially to look after, and to do what he could to get the biggest possible dividend for his company. Naturally that conflicted somewhat with some of the matters that he (the Chairman) would have liked him to carry through; whilst they had not been able to see eye to eye it was not the fault of his friend Mr. Gray Scott who had met his views whenever it was possible for him to do so. The other capacity in which he had come into contact with him was as an ordinary member of the public and these present were in a good position to judge of Mr. Scott's qualities as a man. He had run the tramway service of this colony in a manner that would reflect credit in any community in the world. The service had been carried on practically without interruption, though they had had to contend with two of the biggest typhoons experienced in the colony for many years.

In reply, Mr. Gray Scott said Mr. Chatham had been good enough to pay him the compliment of saying that the Hongkong tramway would be creditable to any town in the world. Though he had admittedly exercised his efforts to the full during the time he had been in the colony, he thought those efforts would have been in vain had he not received the cordial and sympathetic support of his staff. He had been fortunate in having with him four excellent assistants who had put personal considerations entirely in the secondary position and devoted themselves primarily to the work of the company by whom they were employed. Mr. Scott said he could assure those present that it was with a sense of very genuine and deep regret that he was about to take his departure from Hongkong, but those feelings were mitigated by a sense of gratification at the honour done him that night. He expressed his good wishes to the colony and hoped that the friendships might not be severed but renewed at no distant date in the mother country. (Applause.)

The toast of other departing friends was submitted by Mr. W. H. Wickham, who coupled with it the names of Mr. Robert Mitchell (manager of the Hongkong and Whampoa Docks) and Mr. Malden (Mr. Scott's chief assistant), the latter of whom replied.

RETIRED TO THE RAILWAY.

The head men of the Sin Chun Village have made an application to the Canton and Kowloon railway to have an archway built under the railway track near the village. It has been found that the construction of such an archway would be difficult and even when constructed would not be of much use as the district is subject to floods. The application will probably be refused.

SPORTING.

Shooting.

The Lawrence Military Asylum of India has won both the Prince of Wales Cup and the Natal Shield in the Schools of the Empire Competition for 1908-9.

A Marathon Race.

Telegrams from New York state that, in the marathon race of the American Athletic Union, which was run there on April 3rd a French ex-warrior from London named Saint Yves came in first, his time being 2 hours, 40 minutes, 50 seconds. Dorando was second in 2 hours 45 minutes 37 seconds, and Hayes third in 2 hours, 48 minutes, 27 seconds.

Shrubbs and Longboth collapsed.

Racing.

A special telegram from the *Asian* gives the result of the race for the Grand Military Cup at Sandown, on March 30th, as follows:—
Mr. Christie Miller's Sprinkle Mo ... 1
His Majesty's Bahadur ... 2
Mr. McCallum's Johnston Lad ... 3
Betting: 100 to 30 against the winner.
7 to 2 Bahadur, 7 to 1 Johnston Lad.
Seven ran. Won by 8 lengths.

The navigation of the Tigris is completely suspended. Four steamers have been compelled to lie up at Amara. Another left Basra with troops to punish the Arabs, but was unable to proceed beyond Kurna. The authorities are collecting troops for operations against the Arabs. Recent casualties on steamers at Amara have been four killed and nineteen wounded.

LINGERING COLDS.

THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all danger from this disease will be avoided. For sale by all chemists and druggists.

HONGKONG UNIVERSITY.

A further list of subscriptions in connection with Hongkong University is announced.

Previously acknowledged	...	\$121,400.
Choy Lay Chi	...	500
Chao U Ting	...	500
Yu Tak Shing	...	400
Dun Fung Kee	...	300
Yung Tai Fat	...	300
Shing On Hong	...	300
Wo Hing Tai	...	300
Ho Hing Chan	...	300
Wong Fung Bank	...	300
Yuen Tak Hong	...	300
Yat Tai Chan	...	300
Sham Pak Ming	...	300
Kui Cheung-Hing	...	300
Hui Chin Lam	...	300
Wo Shing Bank	...	300
Chai Wing Cheung	...	300
Yu Tai Chan	...	300
Man Shing Bing	...	300
Hip Wo Hong	...	300
Shing Shun Chan	...	300
Kwong Hing Hong	...	300
Kwan On Loong	...	300
Kwan Hing Loong	...	300
Kwong Mei Shing	...	300
Wa Yick and Co.	...	300
Shing Yuen Bank	...	300
Cheung On Bank	...	300
Kwong Cheung Wo	...	300
Shing Wo Hong	...	300
W. K.	300
Chiu Shun Sang	...	300
Chiu Ngan Ting	...	300
Companions Department, Bankus	...	300
Ching Hing Loong	...	300
Cheung Din Sang	...	300
Chan Fung Toi	...	300
Lo Hing Fung	...	300
Companions Department, Melchers	...	300
and Co.	...	300
Companions Department, Ruter	...	300
Brockmann and Co.	...	300
Companions Department, Meyerink	...	300
and Co.	...	300
Companions Department, Ross and	...	300
Co.	...	300
Total	...	\$151,950

CHINA'S ANCIENT WALL.

Explorations by Dr. Stein.

At a largely attended meeting of the Royal Geographical Society in Burlington Gardens, under the presidency of Major Darwin, Dr. Stein delivered a lecture embodying an interesting account of his recent two years explorations in Central Asia.

In the course of his lecture Dr. Stein stated that he had undergone many hardships, all the toes of his right foot having to be amputated owing to frostbite. Among the greatest difficulties encountered was lack of food.

While five long marches from the edge of the Tien-shan oasis, Dr. Stein, first sighted remains of ruined watch-towers, and soon came upon traces of an ancient wall connecting them. This was actually the original Great Wall, over a distance of 140 miles. The ruins proved to belong to an early system of frontier defence, corresponding in character to the extant "great wall" on the Kansu border, massive watch-towers usually rising at intervals of two to three miles along the wall. From Chinese records, mostly on wood or bamboo, which the excavation of almost every ruin yielded in plenty, the explorer made certain that this frontier line dated back to the end of the second century B.C., when Chinese expansion into Central Asia first began under the Emperor Wu.

RECORDS BY ROBERT HEARN.

Exactly dated documents commencing with the year 92 A.D. showed that the real beginning of the border wall continued throughout that century, and probably for the greatest part of its length down to the middle of the second century A.D. It was equally certain that the enemy whose incursions from North to South had been checked by the Chinese, were the ancestors of those Huns who some centuries later overran Europe. Sometimes mere scraps on the surface of the slope adjoining a ruined watch-tower sufficed to disclose rubbish heaps, in which files of wooden records, three or four feet long, were found. The commander before the time of Christ, lay among the most perishable materials, straw, bits of clothing, and so on, all looking perfectly fresh and preserved by the desert. These miscellaneous records were far older than any which had as yet been original copies of the records of the first century B.C. near by them told him that it had been constructed as a great magazine for the troops garrisoning the line or passing along it.

Dr. Stein said that the mere unpeeling and these ancient records of the archaeological objects, numbering many thousands, on which he was now engaged, would probably not be completed before July. The decipherment of the manuscripts and individual documents, probably close on 3,000 in number, and in about twelve different scripts and languages, would claim the attention of quite a small staff of Oriental experts.

Mr. John Young Henderson died on 7th March, at Eastbourne, at the age of 68. He was chairman of the National Temperance League's Executive and took an active part in the operations of the Christian Union of Social Service. He was a managing director of Messrs Henderson, Craig, and Company, Limited, wood-pulp agents. In the course of his business he went to Japan in 1873, and remaining there for nearly four years, established the first Japanese Total Abstinence Society. He leaves a widow and two children.

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REVIEWS.

Polly Winford, by ERIC HUNTER, London: Longmans, Colonial Library. Hongkong: Messrs Kelly & Walsh.

This is a capital book: one to recommend to your friends. By the death of her father, an Australian squatter and breeder of high-class racing stock, Miss Maggie Choeterton is left an orphan and in accordance with her dead parent's wishes she makes preparations to go to England to her maiden aunt. Before sailing, however, she receives from them such a quantity of phrased letters that she thinks it advisable to get a glimpse of her relations before definitely deciding to cast in her lot with them. She therefore ships "under an assumed name, that of Polly Winford, a patronymic name, by the way, by the latest filly in her father's stud. Arrived in England the pseudo Polly manages to secure rooms as a lady guest at the Parsonage of the village in which her aunt resides. Polly is a splendid girl, and her influence in the somewhat village life is like a revivifying breeze of spring after a dull, dead winter. She is the healthy-minded champion of all out-door sport and before long is known as the most daring rider to hounds in the local hunt. But the secret of her name gradually leaks out and much embarrassment ensues for the high-spirited girl. She comes through in the end with flying colours, after many startling adventures and hair-breadth escapes. All who come within the circle of her broad outlook on life are benefited thereby, even the narrow minded parson, wife and all, who only have to attain to her heart's desire. The "hunting" episodes are described by one who knows his craft thoroughly, while the delineations of character are very convincing. We can see the men and women who play part in the delightful story in the very habit of their lives. We can appreciate the contrasts which life in rural England must inevitably present to a well-bred girl who has been brought up in the freer spaces of Australia.

Geoffrey Chertion, by JOHN BARNETT. London: George Bell and Sons.

Friendships between two men who were sharers of the same study at school are by no means rare in English life. But the love which Geoffrey Chertion bore for Gerald Iggulden was of the rarest kind, hailing at nothing! not even at the prison door, and involving sacrifices which only a lonely lad at school, so shy and retiring that he was dubbed sly by most of his comrades; Iggulden was a lad born for sunshine and applause. The contrast between the two was therefore very great. The one did his best to avoid public attention; to the other it was the very breath of his nostrils. Chertion loved from the recesses of a deep, reserved nature, Iggulden carelessly allowed his great charm of manner to gather him friends as he moved, justly among his fellows, and in the end he was the victim of his own popularity. On leaving school fate ordained that Chertion should enter a city office, while Iggulden went to Oxford. The life of a city clerk, his terrible loneliness, his grim drabness, his inability to meet the life of the world, the life of a student, the life of a scholar at his old school, Hailybury. Together they spend delightful week ends on the river and later at Niblett's paternal home in Kent, but though Chertion recognised how infinitely dear a character it was to Iggulden, the latter remains his cherished idol. Iggulden discharges himself at Oxford and is sent down. He then enters a stockbroker's office in London, and Chertion introduces him to his friends the Niblett's, and quietly sinks back into the life of a city clerk. In the old school days, while his brilliant hero holds the field. He was always prepared to fill that role. Later Iggulden misappropriates some of his employer's funds and as a result gets sent to prison for two years. Chertion stands by him through thick and thin and after the trial tells him of the latter's escape. But did it and when Iggulden returned from prison he did all that was humanly possible to rebuild the shattered wreck which our prison system tends to produce in most cases. Mercifully the Gods intervened and Iggulden dies before the trial. The death of Chertion proved the great loss and then the luck which had seemed to run so contrary all his life turned and he drew ample measure, pressed down and running over. The book is one to read and ponder over. It is a transcript of life, done by a master hand, and should secure a wide circle of readers among those who delight in quiet restraint and deep insight into the quieter currents of human emotion.

Felix Stone, by ALICE and CLAUDE ASKEW. London: George Bell and Sons.

The son of a country gentleman of Finance, Felix Stone was a young man of the early years of the century, a pillar of the old length to England to settle down and acquire a position in society. As a boy he had contracted a clandestine marriage with the daughter of the village parson, but not having the means to take her to America he left the girl behind. Her father, a kindly Felix and interpreted all letters, and when on Stone's return to England he found the old rector and his daughter had left the village, finally discovering the old man an inmate of a workhouse, while in an adjoining cemetery, was a new-made grave. The luck which had seemed to run so contrary all his life turned and he drew ample measure, pressed down and running over. The book is one to read and ponder over. It is a transcript of life, done by a master hand, and should secure a wide circle of readers among those who delight in quiet restraint and deep insight into the quieter currents of human emotion.

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Felix Stone, by ALICE and CLAUDE ASKEW. London: George Bell and Sons.

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Lily of the Slums, by Dick Donovan.

Lady Loretta Brandon, by Annie E. Hold-

words.

The Duet of Porters, by Alice Maud,

Meadows.

The Yellow God, by H. Rider Haggard.

Idolity, by Alice Perrin.

Fraternity, by John Galsworthy.

The Curse of Eve, Edith Mary Moore.

The Testament of India, by Barry Byst.

Captain Vancian's Business, by Walter

Dalby.

Hilary Thornton, by Hubert Wales.

Spartans, by Horace W. C. Newte.

Timbo, a Fantasy, by Alphonse Blackwood.

The Story of Virginia Fairfax, by Peggy

Wedding.

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CHEMISTS & DRUGGISTS

51, Queen's Road Central,

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TELEPHONE 492.

rescuer. It is stretching the long arm

of coincidence rather much, we admit. From

this time on the life moves quickly,

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Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	VESSELS	TO SAIL ON	REMARKS
LONDON & ANTWERP	PALEMA	About 23rd April	Freight only.
SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	SOMALE	About 25th April, 1908.	Freight and Passengers.
SHANGHAI	DELTA	About 29th April, 1908.	Passengers.
LONDON, via SUEZ PORT	ASSAYE	Noon, 1st May, 1908.	See Special.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

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Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, and Vancouver, B.C.

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21 DAYS HONGKONG TO VANCOUVER.

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SATURDAY, May 1st.	FRIDAY, May 22nd.
MONTEAGLE	EMPERESS OF BRITAIN
TUESDAY, May 12th.	FRIDAY, June 13th.
EMPERESS OF JAPAN	EMPERESS OF IRELAND
SATURDAY, May 22nd.	FRIDAY, July 9th.

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Fodder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBÉ and YOKOHAMA.

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STEAMSHIP	Tons	Captain	To SAIL ON
ARABIA	4388	C. NUTMAN	about 27th April.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMSHIP	Captain	To SAIL ON
SHANGHAI, KOBÉ and YOKOHAMA	OCEANIC	Z.	April 28, p.m.
MARSEILLES, via PORT	ERNEST SIMONS	GILARD	April 27, at 1 p.m.
SHANGHAI, KOBÉ and YOKOHAMA	POLYNESIE	BROU	April 10, p.m.
MARSEILLES, via PORT, TONKIN	CHARONNEL		May 11, at 1 p.m.

TRANSFERRING on the Co.'s STEAMERS at SINGAPORE for BATAVIA, at COLOMBO for Ceylon, BOMBAY and ADELPHI, at PORT SAID for the Levant, COAST GUARDS and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10, 20 hours railway from MARSEILLES to London. Interceptors meet passengers on their arrival in Marseilles.

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TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also to Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

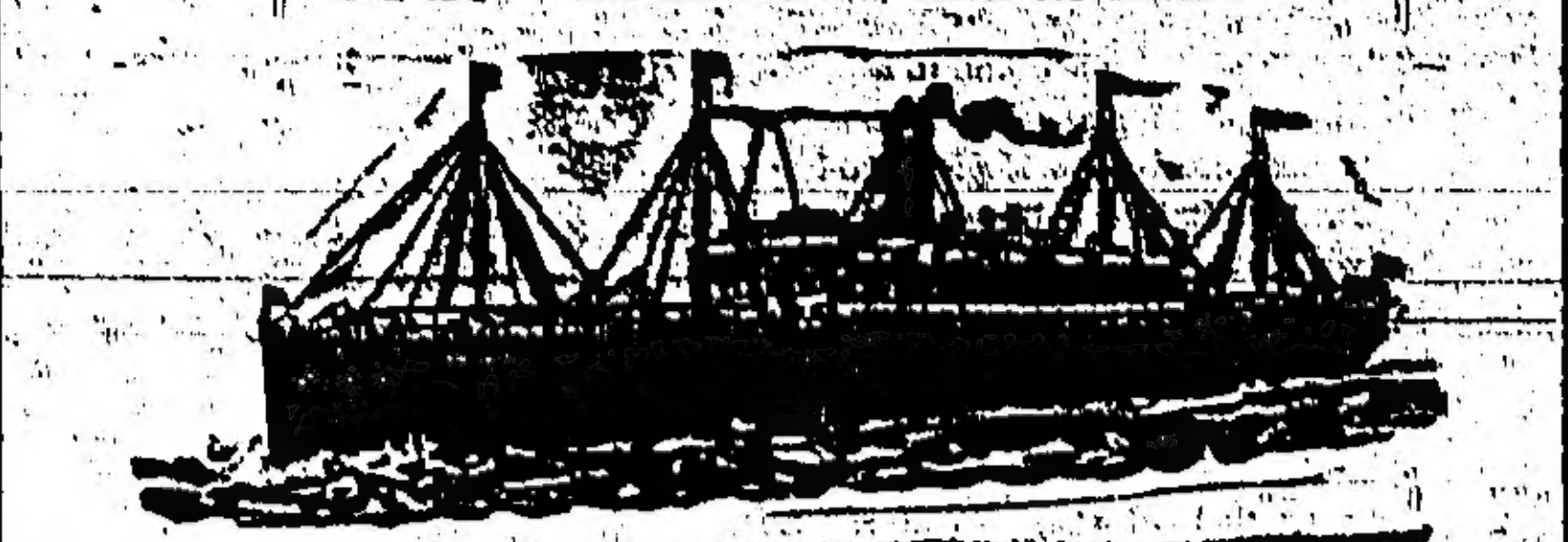
Outward	Homeward
For Shanghai, Yokohama & Kobe	For Rotterdam & Hamburg
S.S. BOARDA	S.S. NIMMIDIA
27th April	28th April
S.S. RENEGAMBIA	For Marseilles, Havre & Hamburg
19th May	S.S. BOSTON
S.S. REGOVIA	For Havre, Bremen & Hamburg
17th May	S.S. SH. E. L.
S.S. ISTRIA	For Antwerp & Hamburg
20th May	S.S. IBERIA
	For Antwerp, Rotterdam & Hamburg
	S.S. BELGRAVIA
	beginning of June

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE Hongkong Office.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	Tons	Sailing Date	1908.
NIPPON MARU	11,000	SATURDAY	24th April, at Noon.
SIBERIA	18,000	TUESDAY	4th May, at Noon.
CHINA	10,300	TUESDAY	11th May, at Noon.
MANCHURIA	8,700	TUESDAY	18th May, at Noon.
CHIKU MARU	8,100	SATURDAY	22nd May, at Noon.
ASIA	9,500	FRIDAY	4th June, at Noon.
MONGOLIA	8,700	TUESDAY	15th June, at Noon.
TENYO MARU	21,000	SATURDAY	18th June, at Noon.
KOREA	18,000	TUESDAY	29th June, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

China	Asia	China
10,200 Tons	9,500	10,200
TUESDAY	FRIDAY	TUESDAY
11th May	4th June	27th July
at Noon	at Noon	at Noon

Hongkong to London, via Canadian Atlantic Ports... \$43.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passengers and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

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FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows—

Miyasaki Maru (Capt. W. BAINBRIDGE) About Wed., 5th May.

Kitano Maru - (Capt. F. E. COPE) About Wed., 2nd June.

Hirano Maru - (Capt. H. FRANKS) About Wed., 30th June.

Kamo Maru - (Capt. F. L. SOMMER) About Wed., 28th July.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

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Hongkong, December 30, 1908.

1748

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMSHIP	SAILING DATE
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. J. Nagao, Tons 6169	WEDNESDAY, 28th April, at Daylight.
VICTORIA, B.O. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA	HAKATA MARU, Capt. T. Mura, Tons 6161	WEDNESDAY, 12th May, at Daylight.
SYDNEY and MELBOURNE, via MANILA, CEBU, SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. R. Sato, Tons 6444	TUESDAY, 27th April, at Noon.
YOKOHAMA, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA	CEYLON MARU, Capt. Fred. Pyne, Tons 5068	TUESDAY, 11th May, at Noon.
YOKOHAMA, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA	YAWATA MARU, Capt. T. Sekino, Tons 3517	FRIDAY, 14th May, at Noon.
YOKOHAMA, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 5539	FRIDAY, 11th June, at Noon.
YOKOHAMA, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA	YETOPORU MARU, Capt. Soyeda, Tons 3949	SUNDAY, 26th April, at Noon.
YOKOHAMA, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA	MOYORI MARU, Capt. Richards, Tons 3255	SATURDAY, 1st May, at Noon.
YOKOHAMA, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA	ISADO MARU, Capt. Gen. Anderson, Tons 6227	THURSDAY, 6th May, at Noon.
YOKOHAMA, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 5539	WEDNESDAY, 12th May, at Noon.

* Calling at Shimidzu. * Cargo only.

* Fitted with Marconi's System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.

For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMSHIP	To SAIL
YIENTSIN, via TSING-CHOW, SHANGHAI, YOKOHAMA, KOBÉ, and MOJI	CHIFUSHING	FRIDAY, April 25, at Noon.
YIENTSIN, via TSING-CHOW, SHANGHAI, YOKOHAMA, KOBÉ, and MOJI	YUNRANG	FRIDAY, April 25, at 4 p.m.
YIENTSIN, via TSING-CHOW, SHANGHAI, YOKOHAMA, KOBÉ, and MOJI	YANGSANG	SUNDAY, April 25, Daylight.
SINGAPORE, PENANG, SINGAPORE, PENANG, SINGAPORE, PENANG	FOOKSANG	TUESDAY, April 27, at Noon.
SINGAPORE, PENANG, SINGAPORE, PENANG, SINGAPORE, PENANG	YUNRANG	FRIDAY, April 30, at Noon.
SINGAPORE, PENANG, SINGAPORE, PENANG, SINGAPORE, PENANG	YUNRANG	FRIDAY, April 30, at 4 p.m.
YIENTSIN, via TSING-CHOW, SHANGHAI, YOKOHAMA, KOBÉ, and MOJI	KUTSANG	WEDNESDAY, May 13, at Noon.

RETURN TOURS TO JAPAN, Occupying 24 days.

These steamers, Kutsang, Yungang and Fooksang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Nienmu & Newchwang.

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JARDINE, MATHESON & Co., Ltd., Telephone No. 81.

General Manager.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMSHIP	TO SAIL
AMOI, MANILA, CEBU & ILOILO	SUKOLANG	April 23, at 4 p.m.
CHINKIANG	KASHING	April 23, at 4 p.m.
AMOI & SHANGHAI	CHENYI	April 24, at 4 p.m.
SHANGHAI (connects with Siberian Mail)	CHENYI	April 25, Daylight.
MANILA	TAKING	April 27, at 3 p.m.
SHANGHAI (connects with Siberian Mail)	LEAT	April 28, at 4 p.m.
SHANGHAI (connects with Siberian Mail)	ANNU	May 2, Daylight.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY, BEAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

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AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

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FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anshu, Chensu, Liansu, Chinshu)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. Sunday morning sailings carry passengers and H.M. Mails to connect with Siberian Mail to Europe.

FARES INCLUDING WINES—Single \$40, return \$70.

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AGENTS.

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PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

For	STEAMSHIP	TO SAIL
DAIGI MARU, Capt. H. MURATAMA	TAMUL VIA SWATOW AND AMOI	SUNDAY, 25th April, at 10 a.m.
BUJUN MARU, Capt. Y. FUKUDA	SHANGHAI VIA SWATOW, AMOI AND FOCHOW	TUESDAY, 27th April, at 10 a.m.
SHUSHU MARU, Capt. IROZAKI	ANKING, VIA SWATOW AND AMOI	WEDNESDAY, 28th April, at 8 a.m.

* These New Steamers have excellent accommodation as First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

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T. ARIMA, Manager.

27

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO & SALINA CRUZ (Mexico).

Sails 1908.

S.S.	Tons	Sails
Hongkong Maru	6000 tons gross	June 1st, at noon.
Manchu Maru	5000 "	August
America Maru	5000 "	October
Hongkong Maru	6000 "	December

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, YOKO BUILDINGS.

Hongkong, March 15, 1908.

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NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMSHIP	To SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	BUELOW, Capt. H. Forster	WEDNESDAY, 8th May, at Noon.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	DERFFLINGER, Capt. G. Meiners	WEDNESDAY, 8th April, at Noon.
MANILA, YAP, NEWGUINEA, SINGAPORE, SYDNEY and MELBOURNE	PRINZ SIEGMUND, Capt. D. Lenz	THURSDAY, 2nd April, at 5 p.m.
KUDAT and SANDAKAN	BOBINO, Capt. F. Benhill	Beginning of May.

For further Particulars, apply to

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MELOHRS & CO., General Agents, Hongkong & China.

Hotels.

KING'S HOTEL, WAI HAI WEE.

THIS First Class Hotel is managed by Mr. W. H. Wai Hai Wee, who has been thoroughly renovated. It contains spacious reception, bed, bath, billiard rooms and a very well situated high ground and commands a fine view of the harbor and surrounding country. It is fitted throughout with Electric Light. Hot and Cold Water laid on. Terms moderate. For further particulars apply to

DUNCAN CLARK, Manager.

January 14, 1908. Wai Hai Wai.

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KING EDWARD HOTEL.

HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

